NOTIFICATION.

Bangalore, dated 16th December 1967.

S. O. 2506.—In exercise of the powers conferred by Section 4 of the Madras Forest Act, 1882 (Madras Act V of 1882), as in force in the Madras Area, the Government of Mysore hereby—

(i) declares that it is proposed to constitute the lands in the Udipi Taluk of South Kanara District, the situation and limits of which are specified in the schedule hereto annexed, as a reserved forests ;

(ii) appoints the Forest Settlement, South Kanara Officer, Mangalore to be the Forest Settlement Officer for purposes of clause (c) of the said section ; and

(iii) appoints the Divisional Forest Officer, Coondapur, to attend on behalf of the Government at the inquiry conducted by the said Forest Settlement Officer.

Under section 14 of the said Act, the Government of Mysore hereby appoints the Deputy Commissioner of South Kanara District to hear appeals on any orders passed by the Forest Settlement Officer under sections 11, 12 and 13 of the said Act.

SCHEDULE

Name of the District :— South Kanara.
Name of the Taluk :— Udipi.
Name of the Village :—Heggunje.
Name of the Block :—Heggunje Block I.
Survey Field No. :—62/1.
Area :—102.00 acres.

Boundary Description

North.—Starting from station No. 17 a print in S. No. 162/1 of Heggunje Village, which is on the Eastern side of the Barah Higher Ele. School. The demarcation line runs in the Eastern direction to station No. 22 passing through the intermediate stations 18 to 21 over a distance

of 1490 links. From here the line runs to South and goes to the station No. 23 over a distance of 170 links Then again the line runs in the eastern direction to station No. 25 passing through stations 24 to 26 over a distance of 1100 links. Thence the line runs in South-Eastern direction to station No. 30 passing through the intermediate station No. 28 and 29 over a distance of 1270 links. From here the line runs in the North-Eastern direction to station No. 32 passing through the intermediate station No. 31 over a distance of 930 links. Then the line runs in the E-tern direction to station No. 33 for a distance of 410 links. From station No. 33 the line proceeds in the South-Eastern direction to station No. 40, passing through the intermediate station No, 34 to 39 over a distance of 2350 links. The bearings and distances from station to station are furnished below.

Station From	Number To	Bearing in degrees in F. R.	Distances in links.
17	18	97	300
18	19	93	260
19	20	86	300
20	21	93	200
21	22	85	280
22	23	17½	170
23	24	1 1	330
24	25	99	240
25	26	92	310
26	27	7½	220
27	28	125	500
24	29	115½	180
29	30	117	290
30	31	78	340
31	32	70½	650
32	33	89	410
33	34	121	410
34	35	125	200
35	36	116	300
36	37	112½	230
37	38	108	250
38	39	104	300
39	40	91½	520

East—From station No. 40 the line proceeds in the Southern direction to station No. 43 passing through the intermediate stations 41 and 42 over a distance of 9[illegible] links. From here the line runs to west and runs in North-Western direction to station No. 45 passing through the station No. 44 over a distance of 7[illegible] links. Then runs in the South-Western direction to station No. 47 through station No. 46 over a distance of 750 links. Thence the line runs in the Western direction to station No. 48 over a distance of 270 links. Then it turns in north west direction to station No. 49 over a distance of 190 links. Then it runs to North and runs in the North-East direction to station No. 51 passing through station Nos. 50 and 51 over a distance of 700 links. Then runs in the Northern direction to station No. 54 passing through station No. 53 over a distance of 530 links. Thence the line proceeds in the North-West direction to station No. 55 passing through the intermediate station No. 55 to 57 over a distance of 1070 links. Again it turns to west and proceeds station No. 59 over a distance of 950 links. From here it takes a turn to South and runs in the South direction to station No. 62 passing through the intermediate station No. 60 and 61 over a distance of 810 links. Again the line turns west and proceeds to station No. 65 passing through the intermediate station No 63 and 64 over a distance of 900 links. Then runs in the south-Western direction to station No. 68 passing through station Nos. 66 to 67 over a distance of 820 links. From hereafter the line proceeds in the South-East direction to station No. 71 passing through station Nos. 69 and 70 over a distance of 960 links. Thence the line runs in South-West direction to station No. 76 passing through station Nos. 72 to 75 over a distance of 1750 links.

The bearings and distance from station to station are follows :—

Station From	Numbers To	Bearings in degrees in F. B.	Distances in links.
40	41	188	1
41	42	174	410
42	43	209	2 0
43	44	244	320
44	45	302	460
45	46	214	320
46	47	233	460
47	48	271	270
48	49	305	190
49	50	1 ?	200
50	51	46	250
51	52	33	250
52	53	1?½	810
53	54	1?½	220
54	55	313	250
55	56	309	250
56	57	309	3.0
57	58	310	240
58	59	210	930
59	60	1 7	2-0
60	61	194½	230
61	62	2 3	330
62	63	2 6	270
63	64	27?	250
64	65	264	440
65	66	21 ½	300
66	67	204	350
67	68	210	170
68	69	161½	300
69	70	141½	2 0
70	71	163	370
71	72	2 2	290
72	73	229	470
73	74	202	2 0
74	75	225	310
75	76	2 0	410

South.—From station No. 76 the demarcation line runs in North–West direction to station No. 77 over a distance of 340 links. From station 77 the line proceeds in the North-East direction to station No. 82 passing through the intermediate station Nos. 78 to 81 over a distance of 1750 links. From station No. 82 the line proceeds in the Northern direction to station No. 86 passing through the intermediate station Nos. 83 to 85 over a distance of 1150 links. Then the demarcation line proceeds in the North-West direction to station No. 90 passing through station No. 87 to 89 over a distance of 1420 links. Then turns to west and proceeds in the Western direction to station No. 92 passing through station No. 91 over a distance of 400 links. Here after the line proceeds in the South West direction to station No. 100 passing through the intermediate station No. 93 to 99 over a distance of 2570 links Then proceeds in the Southern direction to station No. 104 passing through the intermediate station Nos. 101 to 103 over a distance of 1730 links. Then the demarcation line proceeds in the South-West direction to station No. 105 passing through the station Nos. 105 to 107 over a distance of 900 links. Then proceeds in the North-West direction to station No. 0 passing through the intermediate station No. 108 to 114 over a distance of 1700 links. The bearings and distances from station to station are as follows:—

Station Numbers		Bearings in	Distances in
From	To	degrees in F.B.	links.
76	77	295	340
77	78	18½	350
78	79	3½	320
79	81	9	320
80	81	25	400
81	82	19½	400
82	83	352½	250
83	84	359	300
84	85	11½	300
85	86	355	300
86	87	307	400

1	2	3	4
87	88	313	430
88	89	321	1[illegible]0
89	90	3[illegible]8	410
90	91	277½	[illegible]60
91	9[illegible]	272	440
92	93	208	290
93	94	242	240
94	95	2[illegible]0	310
95	96	224	240
96	97	231	4[illegible]0
97	98	2[illegible]3	300
98	99	225	390
99	100	220	3[illegible]0
100	10[illegible]	175	450
101	102	16-½	4[illegible]0
102	10[illegible]	19[illegible]½	430
103	104	217	[illegible]0[illegible]
104	105	2[illegible]7	210
105	106	2[illegible]0	250
106	107	253	2[illegible]0
107	108	241½	260
108	10[illegible]	292	1[illegible]0
109	110	3[illegible]	240
110	111	3 5	230
111	112	2[illegible]5	320
112	113	[illegible]97	330
1[illegible]3	1[illegible]4	279	230
114	0	297	230

West: From station No. 0 the demarcation line runs to Northern direction to station No. 1 over a distance of 440 links. Then it runs in the Eastern direction to station No. 6 passing through the intermediate station No. 2 to 5 over a distance of 2025 links. From here it runs in the North-East direction to station No 12 passing through the intermediate station No. 7 to 11 over a distance of 1915 links. Then the line runs to East and proceeds in the Eastern direction to station No. 16 passing through the intermediate station No. 13 to 15 over a distance of 940 links. Then turns to North and proceeds in the Northern

direction to station No. 17 over a distance of 450 links. Thus completing the traverse. The bearings and distances from station to station are as follows:—

Station From	Numbers To	Bearings in Degrees in F.B.	Distances in links.
0	1	18½	440
1	2	70	260
2	3	76	425
3	4	81½	600
4	5	90	250
5	6	71	370
6	7	55	300
7	8	25	345
8	9	92	300
9	10	38	3 0
10	11	16	3.0
11	12	½	290
12	13	69	200
13	14	70	240
14	15	84½	300
15	16	94½	200
16	17	7½	430

Right of ways: Cart tracks:—I. A cart track coming from Jaikallail enters the block between cairn No. 9 and 10 runs inside the block and leaves the block between cairn No. 15 and 16 further joins the Saitarakatte Shiroor-Mookai Road.

Mangabail-Mandarathi Cart Track:—II Cart track enters the block between cairn No. 22 and 23 from Margtail and runs inside the block. Then it leaves the block to Mandarathi between cairn No. 91 and 92.

III Another cart track from Mabgabail enters the block between cairn No. 27 and 28 and runs inside the block and leaves the block between cairn No. 68 and 69. Again this cart track enters the block between cairn No 72 and 73 and runs inside the block and leaves the block between cairn No. 77 and 78.

IV. Another cart track which comes from the road enters the block between cairn No. 41 and 42, runs inside the block and leaves the block between cairn No. 45 and 46 and proceeds to Mandarthi.

Foot path: A foot path from Jankalbail enters the block between cairn No. 7 and 8 and runs inside the block and leaves the block between cairn No, 101 and 102 to Padu Baralibail.

Other privileges:—(1) Free grazing of cattle by villagers inside the block.

(2) Free removal of green manure leaves for the *bona fide* use by the ryots.

(3) Free removal of dry fuel for the *bona fide* use by the Villagers.

(4) Free removal of Muligrass for the *bona fide* use by the ryots.

[No. AFD 121 FAF 67.]

By Order and in the name of the Governor of Mysore,

1679 M. W. WINSTON, *Under Secy.*